

US Domestic Enroute CPDLC Update

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Key Points

- **Domestic en-route CPDLC in the US is now available to everyone - the Notam limiting GA/BA participation to approved trial participants has been removed.**
- **To get CPDLC, you've got to have the right avionics and submit a form - the FAA has published a list of aircraft types, which you will need to check to see if you comply.**

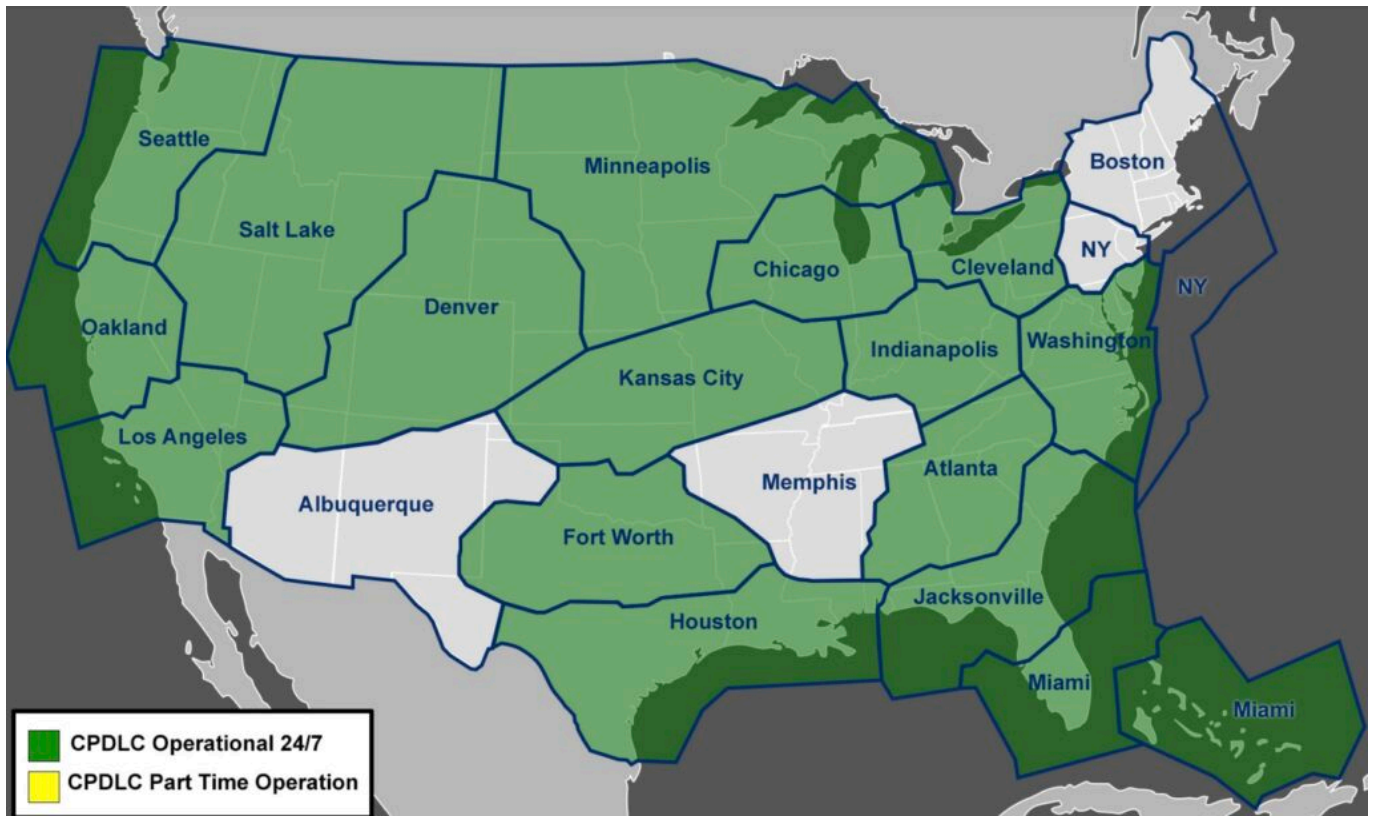
Here's a very brief summary. For the full, untarnished info, head to the dedicated FAA site [here](#).

So for a long time, domestic en-route CPDLC in the US was only available to operators of bizav aircraft who were signed up to the FAA trial. That trial has now ended, and as long as your avionics make the grade, you can now make use of this service.

The FAA has published a list with a whole bunch of aircraft types on it.

If your aircraft is highlighted in **yellow** or **green**, you **can get datalink** (as long as you complete and submit the participation form).

If it's highlighted in **red** (or not on the list at all), you **can't get datalink**.



Come on, Albuquerque and Memphis!

So do I need CPDLC now?

No. US domestic datalink is not mandated.

What if I'm flying into the US internationally?

L3Harris have published a guide answering this very question. You can access it here:

Transitioning between data authorities

INBOUND KUSA

Entering U.S. Domestic CPDLC En Route airspace with a connection from a previous data authority

- If an aircraft has a CPDLC connection established and is entering via a **CPDLC-ON** En Route Center, an automatic connection handoff will occur between the previous data authority and the CPDLC-ON En Route Center.
- If an aircraft has a CPDLC connection established and is entering via a **CPDLC-OFF** En Route Center, the CPDLC session will be terminated. Upon entry to a CPDLC-ON En Route Center, a connection request will be initiated automatically.
- In both scenarios:
 - No manual termination or manual logon action required, but the flight crew must accept the CDA confirmation message for the ground system to confirm the KUSA connection is recognized by the aircraft as its CDA
 - If the flight crew does not acknowledge the CDA confirmation after three attempts, the flight crew will have to manually logon to KUSA

Entering U.S. Domestic CPDLC En Route airspace without a connection from a previous data authority

- If the flight crew has not previously logged on during the flight, the flight crew needs to perform a manual logon to KUSA.
 - KUSA session will be established upon reaching a CPDLC-ON En Route Center and accepting the CDA confirmation message

OUTBOUND KUSA

Exiting U.S. Domestic CPDLC En Route airspace with a connection established

- If an aircraft is exiting U.S. domestic airspace from a **CPDLC-ON** En Route Center, an automatic connection handoff will occur between the CPDLC-ON En Route Center and the next data authority, and the CPDLC connection will be transferred.
 - No manual termination or manual logon action required by the flight crew

Exiting U.S. Domestic CPDLC En Route airspace without a connection established

- If an aircraft is exiting U.S. domestic airspace from a **CPDLC-OFF** En Route Center, the CPDLC connection will be terminated automatically soon after entering that CPDLC-Off En Route Center, and the aircraft will exit without a connection.
 - No manual termination required by the flight crew
 - The flight crew may need to perform a logon to the next ATC facility per SOP after connection termination

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For those of you who aren't so familiar with the US, **KUSA is the CPDLC logon code** - and that is the one and only logon code you need, all the way across.